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CLASSIFICATION SECRET

COUNTRY East Germany

TOPIC Oranienburg Airfield

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EVALUATION

PLACE OBTAINED

25X1

DATE OF CONTENT

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DATE OBTAINED

DATE PREPARED 19 June 1953

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE) 1 - one sketch on ditto

REMARKS

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1. Between 27 April and 17 May 1953, little progress was made on the construction of the taxiway which extended from the south end of the runway to the northeast. The concrete cover on the runway was increased by 20 cm. The taxiway and connecting lanes which were intended to be utilized again were being provided with the same concrete top layer. All the other taxiways and communication lanes which, consequently, were 20 cm lower, were covered with earth and partially under cultivation. Except for a hangar at the end of the taxiway in the northern section of the field, no hangars or hangar-like buildings were available at the field.
2. A total of ten shrapnelproof aircraft were completed at the field, while work was under way on five additional revetments. Shipments of crushed stones, gravel and cement continuously arrived at the field. About 700 workers were transferred from Oranienburg to Gross Doelln and Wudicke (Schoenhauser Dam). During the period of observation, construction work at the field progressed very slowly.
3. At 5 p.m. on 3 May, a total of 4,000 kg of bombs which had been found in the northwestern section of the field were being detonated. The search for additional buried bombs was discontinued.
4. At noon on 4 May, demolishing was under way in the area of destroyed buildings between Velten bridge and the former hangar near Wilhelminenthal. At 1 p.m. on 5 May, a large-scale demolition, probably of cuds found at the field, was conducted in the center of the field.
5. All light poles and power current masts along the runway were erected. The holes excavated by the sand dredgers along the runway were being filled with sand.
6. During the period from 30 April and 6 May, excavating was under way next to the former hangar near the Wilhelminenthal estate. An earth wall, about 70 meters long, was observed next to the hangar. The purpose of the work could not be determined. Recently, work was started on shrapnelproof aircraft revetments about 150 meters south of the earthwork. The new taxiway at the south end of the runway was still being filled with crushed stones and concreting was not started. Prior to 24 May, construction work was being done on at least nine aircraft revetments in the northern section of the field.

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7. [redacted] sketch of the airfield. The former fuel dump east of Wilhelmshof and the fuel dump west of Antonienhof were removed and only a few fuel containers were stored in the fuel dump in the northeastern section of the field. West of Antonienhof there was a target range which was last used recently. The control tower near the northern hangar and the high lookout posts along the canal northeast of the field no longer exist. The inner low frequency approach beacon in the northern extension of the runway at the Oranienburg-Gernsdorf road was removed.

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8. [redacted] the air force personnel at the Weisse Stadt Settlement was reduced to about 100 men after 1 May.

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9. Between 16 and 22 May, the airfield was not occupied by Soviet troops or sentries. Construction work was done by about 1,500 laborers of the Baunhion Leipzig. [redacted] construction work was supervised by a Soviet construction staff stationed outside the field [redacted]

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10. Construction work was being done on taxiways and shrapnelproof aircraft revetments which were open toward the taxiway, the distance between the taxiway and revetment being 30 to 50 meters. A concrete strip, about 20 meters wide, served as connecting lane. The dispersal area, 25 to 30 meters in diameter, had a concrete surface. A total of about 60 such revetments were to be built. Construction material arrived at the site on Soviet Air Force trucks. Some time ago, work was completed on the runway which had a length of 2,500 meters and a width of 45 to 50 meters. Work on the taxiways and revetments was to be completed until August 1953.

11. The construction workers employed at the field were quartered in six building blocks in the Weisse Stadt Settlement. It was rumored that the Weisse Stadt Settlement was to be occupied by VP in the fall of 1953. During the period of observation, no Soviet soldiers were quartered in the settlement except for a Soviet guard detail [redacted]

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12. On 18 May [redacted] The east-west runway apparently was still available although it could not be seen in its full length. Concrete shrapnelproof aircraft revetments were observed along the taxiway which extends from the north end of the long runway to the hangar. No nearly built hangars, workshops or other buildings were seen at the field. ¹

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13. On 20 May, Major Yegorov (fnu), supply officer of the air force construction unit in the Weisse Stadt Settlement, declared at the Oranienburg construction staff of the Eberswalde special construction bureau that the request for renovation work in the air force section of the Weisse Stadt Settlement was not yet approved by the Kech office in Wittstock. ² On 21 May, [redacted] Major Yegorov, a colonel and a lieutenant colonel moved from Weisse Stadt to the airfield.

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1. [redacted] Comment. A sketch [redacted] shows the status of construction work and the course of the fence around Oranienburg airfield. See Annex. Apparently, work still progresses rather slowly. According to this observation and the information that 700 workers were transferred to other airfields, it appears doubtful whether work will be completed until August 1953.

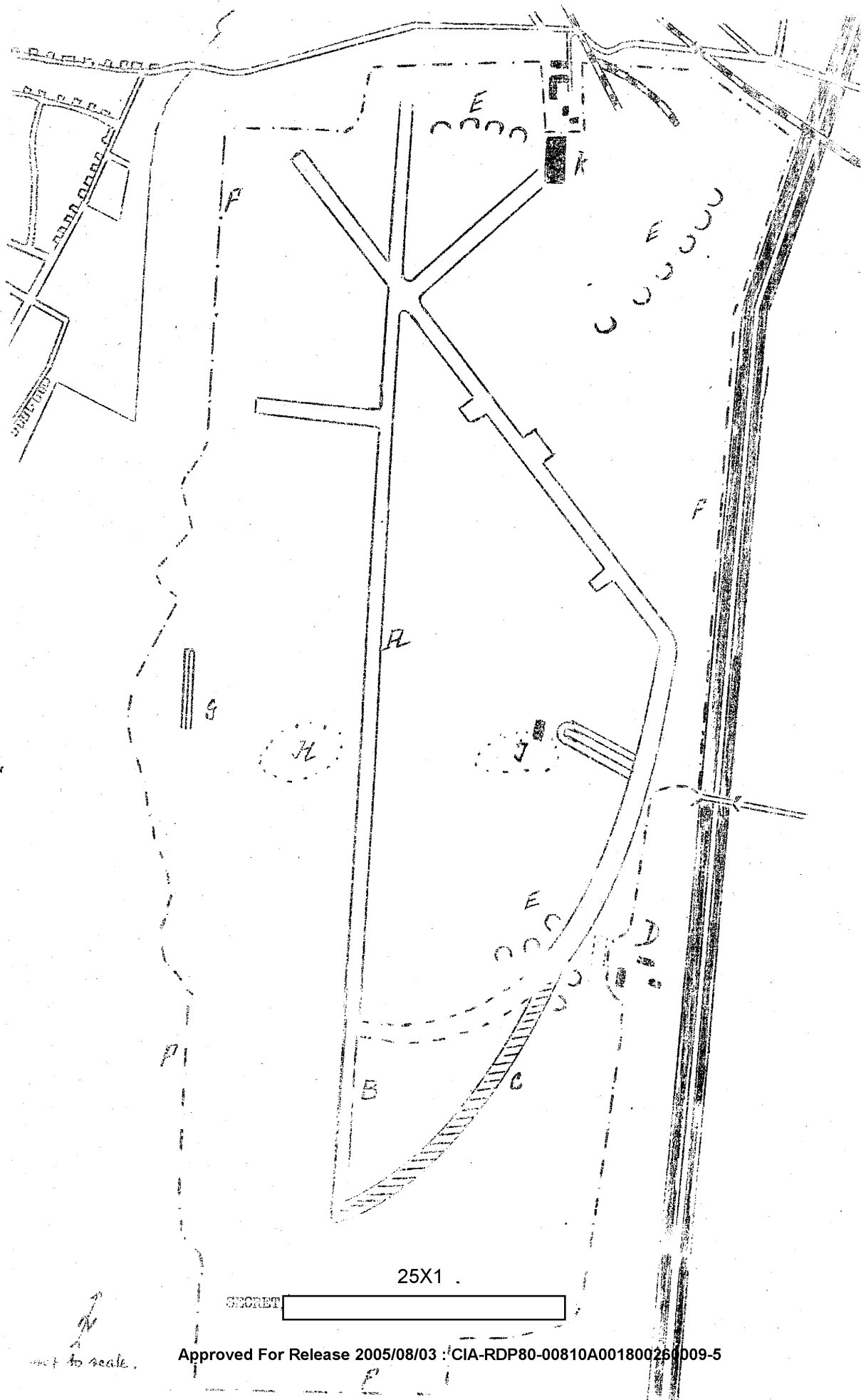
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2. [redacted] Comment. Major Yegorov was previously reported.

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Oranienburg Airfield



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Oranienburg Airfield

Legend:

- A Runway
- B Extension strip of runway
- C Taxiway under construction
- D Wilhelminenthal
- E Shrapnelproof aircraft revetments
- F Wire fence
- G Target range
- H Antonienhof, destroyed
- I Wilhelminenhof, destroyed
- K Hangar

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